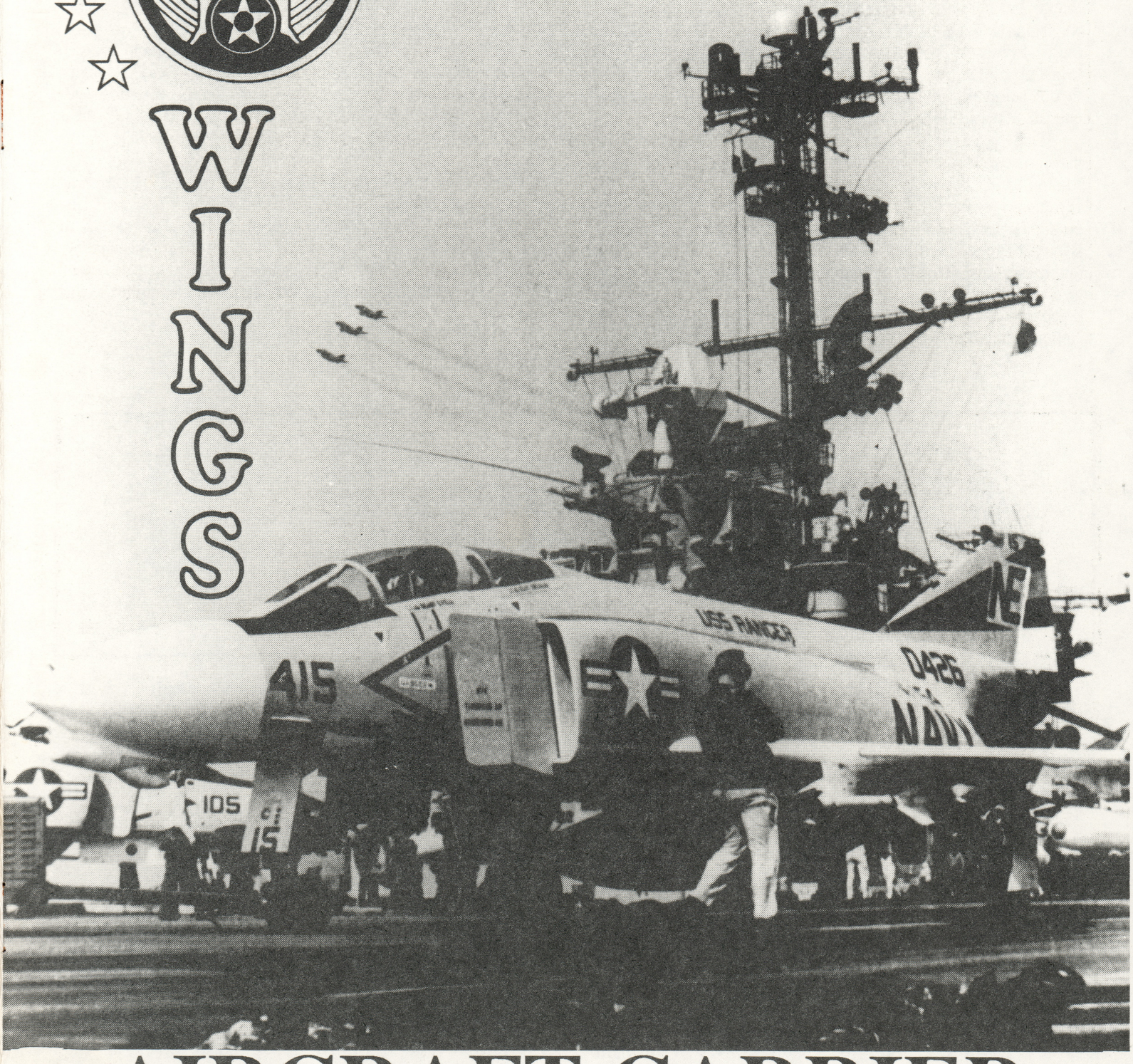
YANKEE WINGS



AIRCRAFT CARRIER

Vol. 6 No. 6 OFFICIAL PUBLICATION OF THE YANKEE AIR FORCE INC. July 1987

Happy Birthday America

by K. Miller, Editor

We here at YANKEE WINGS are proud to be a part of this 211th celebration of this great country we call home. We also want to wish our B-17 Happy Anniversary. It is hard to believe that it has already been a year since the Yankee Air Force Museum received the thrill of seeing the B-17 fly-in and land for the first time. As YAF National President Harry Terpstra states in his article, there is still much work to be done to bring it up to our standards of completion, but with everyone's help and contributions, it can be done.

"Tale Spins" this month is about the B-17. Jack did his usual research and it should prove interesting reading. Dick Melton is back with a new subject, this one is on the first carrier air strike. (The date might surprise a few people). Northeast Division's Tony Giacobbe has another quiz in this issue. This one is entitled "Aircraft Carriers". Good luck, it is a tough one. Rosie Goodes reports on Memorial Day.

Along with the Membership report, there is also the procedures on disciplinary actions, that was passed by the National Board on May 20, 1987.

The short article about the American Flag is reprinted from the NE Division newsletter "The Yankee Clipper".

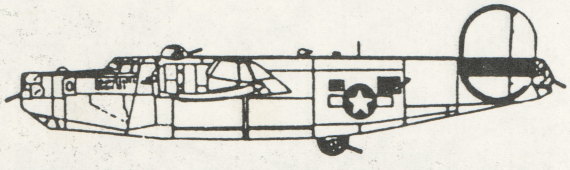
In the good news department, The 1988 YAF Calendar has won unanimous board approval, funding has been found, and it will be sent to the printers in July. The new cover design was also accepted, (we hope you like it).

Besides all the aircraft on display at Memorial Day, we had some buddies reunited after forty-two years. There was also a wedding at HQ, in June. No, it wasn't one of the many Security Staff couples, but the grandson of one of our founding fathers. The groom and his wife are both 2nd Lieutenants in the Air National Guard. The bride wore white instead of her dress uniform, the groom had on his best spit and polish shine for the occasion.

Just a reminder, now that we've started typesetting YANKEE WINGS again, the deadline is the first WEDNESDAY of the PRECEEDING month. That means, if you want the article to show up in Septembers publication, we must have it by the first Wednesday in August, to allow time for the typesetting to be done, there can be no exceptions to this deadline.

Till next month!

YANKEE AIR FORCE



YANKEE WINGS©

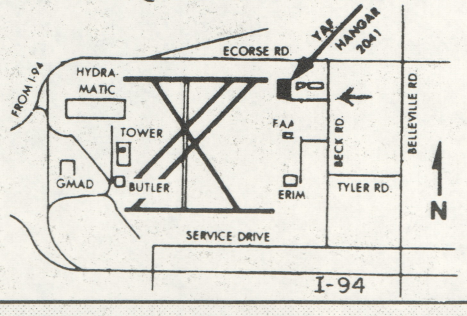
Official Publication of The Yankee Air Force©

TABLE OF CONTENTS

President's Report by Harry Terpstra	Page 3
B-17 Work Crew Time Sheet by Stan Reich	Page 3
Membership Report by Charlie Lingenfelter	Page 4
Procedures for Disciplinary Action	Page 4
National and Divisional Directors List	Page 5
PR Report by Rosie Goodes	Page 6
Photo Collage of Memorial Day	Page 8
Aircraft Carrier Strike	Page 10
Aircraft Carrier Quiz by Tony Gicobbe	Page 12
Tale Spins by Jack Stankrauff	Page 12

Take I-94 to Belleville Road exit. North to Tyler Road, west to Beck Road, turn right and enter through second gate on your left. Or take I-275 to exit 20 or 21 – Ecorse Road. Take Ecorse Road west to Beck, proceed south to first gate on your right.

YAF HEADQUARTERS – WILLOW RUN



Cover photo is of an F-4 Phantom fighter/bomber being towed across the flight deck of USS Ranger (CVA-61), as three other Phantoms make their downwind approach for recovery following a combat mission over North Vietnam during the Vietnam War. (Photo from the files of the 75th Anniversary Naval Aviation National Staff.) Memorial Day photos by Norm Jones, Bruce Allbright, and the YANKEE WINGS photo staff unless otherwise noted.

"B-17 Challenge"

by Harry Terpstra, YAF President

One of the happiest and proudest moments for members of the Yankee Air Force (YAF) was when our C-47 "YANKEE DOODLE DANDY" won the Best Transport Award at Oshkosh in 1985. We are extremely proud of the appearance and mechanical quality of the C-47, in fact, we have not missed any events due to mechanical problems with this aircraft.

Another extremely happy event was the arrival of our B-17G at Headquarters. Many thought the YAF would never be able to pull it off, but with your efforts, WE DID.

Now we are racing an even bigger challenge. Naturally, we want the same award winning restoration of our B-17G. A great deal of work has already been done under the fine leadership of Fred Lockwood and Norm Ellickson. We have discovered, however, that to bring it up to the same standards as the C-47, more work than we originally expected is required. We have had a core of about 24 members doing all they can to restore the B-17, but without more help it could take until the spring of 1989 just to complete Phase I, getting it airworthy. I'm sure that you will agree that this is not acceptable. Not only does the B-17 cost us so much money a day, we are losing fundraising opportunities. The B-17 must start to "Earn its Keep" so that we can begin Phase II of the restoration.

The B-17 crews are doing all they can to make it possible for members to work on this great aircraft. We need more hands-on and financial support.

I'm challenging you personally. What can YOU do to get OUR B-17 in the air in half that time? Can you come out and work? Can you help with the fundraising (even as a contributor)? Or, do you know someone who can help in some way? Don't wait to be called, come out or call if you can help.

Remember, the B-17G is great to have, but unless it's in the air and appearing at airshows and in other publications it's not doing what it's supposed to be doing. It's not promoting the YAF and the preservation of historic aviation. Can we meet this challenge?

YAF President Harry Terpstra framed by the N-3-N struts.

CONTRACT CARRIER MACHINERY AND
ICC MC 180144 METAL PRODUCTS
MPSC L 19903

ELSESSER TRUCKING

CUSTOM TRANSPORTATION
CANTON, MICHIGAN 48187

FULLY INSURED AIR RIDE
FLATS, DROP DECKS & LOWBOYS

BILLIE & MARVIN ELSESSER **459-8149**

B-17 Work Crews

by Stan Reich

The following are the special work days for B-17 work crews:

Tuesdays:
6:00 - till ???
Ross D'Loss, A&P in charge (electrical systems)

Wednesday:
4:00 - till ???
Fred Lockwood, A&P in charge

Thursday:
5:00 - till ???
Norm Ellickson, A&P in charge

Tuesdays and Thursdays:
9:00 - 2:00
Gil Gilliland, in charge of work party

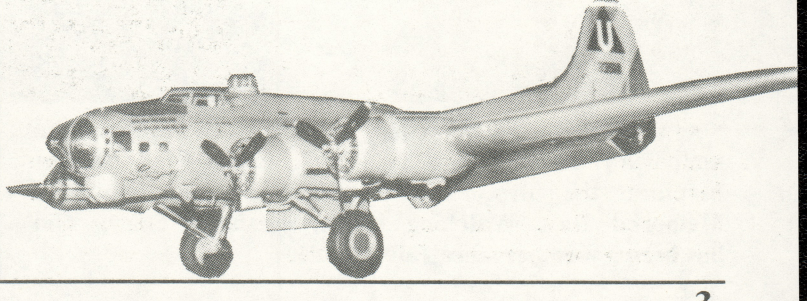
NOTE: On the east wall of the Hangar bay is a calendar showing the A&P present. Please check this calendar whenever planning to work on the B-17 since a licensed A&P must be present whenever work is performed.

Super Job

The B-17 Crew did a SUPER JOB over the Memorial Day Event weekend. They are: Norman Ellickson, A & P; Fred Lockwood, A & P; Larry Pence, A & P; Chuck Goldstrom, A & P; Gil Gilliland, A & P; Rich D'Loss, A & P & R & E; Richard Hosking; Bill Hanney; Grant Martin; Gerry Di Loretto; Henry De Graw; Grant Schwartz; Henry Moore; George Binson; Ken Szewczyk; Ted Edmunds Pat Riley; Jerry Luther; Ralph Gilpin; John De May; John Ellickson, A & P and Joe Schema.

These men not only helped on our B-17 but worked for Bob Collins "909", both days, and helped in a lot of other areas also.

Special Thanks – Nancy Lockwood, B-17 Crew Secretary.



Membership Report

by Charlie Lingenfelter, Membership

The Yankee Air Force Inc. continues to grow in memberships. The month of May brought us (65) new members.

Over the Memorial Day Observance, May 24 & 25 at Willow Run, we signed up (32) alone. There have been (81) new members since my last report in the June issue of Yankee Wings – Willow Run (76); North East Division (3); Mid-Michigan Division (1); and Saginaw Valley Division (1); (through June 18, 1987).

Willow Run members are: #2677 Bob Ablondi, #2678 Joseph Goike, #2679 Jack Thunder, #2680 Edward Kilanski, #2681 Brian Borden, #2682 Michael Borden, #2683 Steve Coburn, #2684 Donald Kondor, #2685 David Kondor, #2686 Gary Frischkorn, #2687 Robert Green, #2688 Vicki Green, #2689 Jack Ring, #2690 Sylvia Ring, #2691 Michael Massengill, #2693 Robert Schryver, #2694 Ron Adelstein, #2695 Ned Krachun, #2696 Dale Stringham, #2697 Ellen Rigg, #2698 Charles Scott, #2699 Carl Gerych, #2700 Terry Jackson, #2701 Thomas William Brownlie, #2072 John C. Tatum, #2703 Tom Swigart, #2704 Gil Maule, #2705 Richard G. Owens, #2706 Ivan C. Schatten M.D., #2707 Daniel J. Dzierbicki, #2708 Martin Morales, #2709 William E. Davis, #2710 Dennis J. Chie, #2711 Elizabeth Chie, #2712 Leo Wathen, #2713 Maurice Bass, #2714 John Christian, #2715 Otto Meier, #2716 Susan Keiser, #2717 John Reid King, #2718 John Sobleskie, #2719 Timoth R. Racey, #2720 Richard W. Moor Sr., #2721 E. Marie Moore, #2722 Gibson Hufstader, #2723 Al Schuchmann, #2724 Fulton Taylor M.D., #2725 Bernal D. Tolan, #2726 Paul J. Regets, #2727 Walter Soplata, #2728 Diane Schulke, #2729 Robert M. Gute, #2730 David Ahles, #2731 Glenn Wilkewitz, #2732 Morris Weinberg, #2733 Robert Coon, #2734 Vernon Jensen, #2735 Joseph Lynch, #2736 Robert Schuetz, #2738 William Tonak, #2739 Richard Reinhards, #2740 William Reichard, #2741 Richard Reichard, #2742 Dennis Seiler, #2743 James Campbell, #2744 William Bryan, #2745 Cathy Oblin, #2746 Jon C. Perry, #2747 James R. Connolly, #2748 Cathleen M. Cain, #2749 Ed Collins, #2750 Louie Chiacchia, #2751 Dennis Cuddington, #2752 Michael McCarville, #2753 Jerry Walbrun, and #2754 David Montz.

Northeast Division welcomes #2674 Ted Cohen, #2675 Carl A. Diaz Sr., and #2676 John S. Elliott; Mid-Michigan Division #2737 Stanley Goch and Saginaw Valley Division #2692 David Piotrowski.

The total active Yankee Air Force Inc. memberships (all divisions) as of June 1, 1987 is 1504.

Soren Kalen, Membership Committee, presents a temporary name badge to #2697, Ellen Rigg, as she becomes the first new member to sign up this Memorial Day. Watching is her husband Gary, who has been a member since July 4, 1986.

Yankee Air Force Incorporated

PROCEDURES FOR DISCIPLINARY ACTION
Approved May 20, 1987

1. A charge of misconduct against a member(s) of the Yankee Air Force Inc. must be submitted in writing to the Chairperson of the Membership Committee.
   (a) Personality feuds will not be recognized by the Membership Committee as a valid reason for charges of misconduct by a member(s).
   (b) Charges must be current, within thirty (30) days of discovery of the alleged misconduct.
   (c) All information must be kept completely confidential within the Membership Committee.
2. The Chairperson of the Membership Committee shall immediately call a special meeting of all committee members.
3. The Chairperson shall inform the committee of the matter and, if warranted, appoint a sub-committee (not less than five (5) members) to investigate the charges.
4. This committee of investigators shall be known as the "Board of Inquiry."
5. The Board of Inquiry will first contact the complainant and arrange a suitable time and place for a review of the charges.
6. The Board of Inquiry will gather all pertinent information prior to summoning the so-called member(s).
7. The Board of Inquiry shall notify the so-charged member(s) (by Registered Mail) of the charges and that they are requested to appear before the Board of Inquiry within ten (10) days to respond to the complaint.
8. The Board of Inquiry will complete their investigation within thirty (30) days following the review with the so-charged member(s).
9. The Board of Inquiry shall then refer to the Yankee Air Force Inc. By-Laws Article VII, Section 2b. and Section 2c.

Section 2b. "The committee shall determine:
   (1.) That the matter referred or complained of is dismissed with or without comment, or
   (2.) That the member(s) shall be censured in a

(Continued on Page 6)

Yankee Air Force
National Board of Governors
1987

President Harry Terpstra
Vice-President Russ Maxwell
Secretary Nancy Lockwood
Treasurer Kathie Dallape
Director Lee Bassett
Director Ralph Gilpin
Director Louise Greenwald
Director Walter Hart
Director Todd Hackbarth
Director Fergus Mann
Director Harold Sherman
Director John P. Snider
Director Barbara Sutton
Director George Whitfield
Director Bill Wier

YAF MID-MICHIGAN DIVISION
President Joe Oberlee
Vice-President Gary Jones
Secretary Melissa Jaskiewicz
Treasurer Sharon Wright
Liaison Louis Hook
Director Marvin Cook
Director Dennis Garner
Director Mike McMillan
Director Bob Perrine
Director Leonard Wright

YAF NORTHEAST DIVISION
President E. John Monsport
Vice-President Hugh Hays
Secretary Nancy Latawiec
Treasurer Nadia Golowach
Liaison Otto K. Mueller
Director Robert W. Fenner
Director Anthony Giacobbe
Director Donald Kinney
Director Dick Van Twistern

STATELINE DIVISION
President Kevin Wixom
Vice-President Larry Wixom
Secretary Dani Reese
Treasurer Nancy Wixom
Director Jeff Reese
Director Richard Wixom
Director Max Elliott
Director Don Russell
Liaison Bud Goebel

SAGINAW VALLEY DIVISION
President Kenneth J. Pol
Vice-President James B. Church
Secretary William Short
Treasurer Dan Schrader
Liaison Fergus Mann
Director Truman Thompson
Director Robert Zissler
Director Ronald Heinlein
Director Dominic L. Burdick

"Food" for Thought

Early on Memorial Day – while some were snug in their beds with visions of pancakes dancing through their heads – there was a dedicated crew – facing reality and preparing to make those fabulous flapjacks and superb sausages.

At 6:00 A.M., sausage cookers Dick Hosking and Stan Wiec were heating up the grills in the Doghouse, (ably assisted by Jeff Kolbas), Charlie Greenwald, Ken Guenther, Dick Kolbas and Jim King were preparing the big grills in the hangar, Steve Guenther was mixing pancake batter in the kitchen while Marilyn Montgomery was filling thremo-vats with orange juice.

Before 7:00 A.M. the crew was ready to serve the workers and when the public arrived at 8:00 A.M., everything was under control. Carol King, Sue Kolbas, Jack Stankrauff, Connie Schwartz, Dick Carter, Dorothy Loeffler, Yvonne Harner, Maxie Haase, Bev Demko (from Ohio), Hank Hauser, Susana Hauser and Delores Lemke (from Muskegon) were faithfully at their posts on the serving line.

Many more people were involved in the breakfast and snack areas – Melissa Marsh, Beth Alcenius, Lisa Barnett, Beth Moore, Tammy Bennett, Anne Byars, Ray Olway, Dora Olway, Nicloe Loeffler, Ruth Owen, John Owen, Robert Ablondi, David Kolbas, Jerry Luther and others who worked were needed.

A very special thanks to Greg Gorecki (from Ft. Washington, Maryland) who was at the hangar on Friday and worked the whole weekend – doing just about everything – we asked – Greg did it!

Stan Wiec getting sausages ready for breakfast. ***(Photo by Carol Guenther)***

Memorial Days, 1987

by Rosie Goodes

Today's astronomers will be amazed to see all the bright new stars in the Heavens. These are "Yankee Stars" – dedicated to each member or volunteer worker that helped make Memorial Days of '87 such a grand success. Early in 1987, the initial plans were made and a Steering Committee was placed into action. Lee Bassett, Jackie Terpstra and Russ Maxwell took charge of different committees and went to work. The meetings grew in attendance and worker sheets eventually filled out. Many members worked off-site on projects, some well into the nights at typewriters or projects in garages or barns. One of these projects is the Ford Tri-Motor and trailer that looks brand new thanks to the efforts of Jim Shephard and his family. The "Special Tractor" is ready for its debut, but you will have to walk a parade to see it. It took three "Poster Parties" to make all the event's signs – kudos to Don Burke and Betty Watson (spray booth), Toni Koski, Kathie and Darlene Dallape, Barb Parks, the Bennetts and Lingenfelters, Barb Sutton and the other great stencil cutters that attended these parties. Toni Koski and I planted fresh evergreens and flowers at the B-52 memorial and the entire grounds got a haircut. A star is given to Adele Geiger at Allied Corporation that copied & copied & copied & copied flyers and letters. Thank you Kathie for your assistance and being able to add up the "Big Numbers". I ask you to do it again in October. Stars for her workers: Darlene Dallape, Rena Lary, Lynn Hallman, Erma Vedrody, Jean Greene, Marion Beale, Richard Rice, Toni Koski, Beth Moore and Jack Cunningham and his daughter.

Grant Martin and Security Staff member dressed for B-17 combat.

(Continued from Page 4)

manner determined by the committee, or

(3.) That the member(s) shall be suspended from membership for a definite period of time, or

(4.) That the member(s) shall be expelled from membership.

Sec. 2c. In the case of suspension or expulsion, the member(s) so affected shall have the right to appeal to the Board of Governors, who shall hear and determine the matter in closed executive session. In all cases the member affected shall be notified in writing, by the committee chair, of the decision made in the matter and of the right of appeal to the Board of Governors."

This procedure was approved by the Membership Committee at their regular monthly meeting on February 10, 1987. Members present were: Nelson Lowe, Soren Kalen, Shirley Coe, Bernard Hallman, Barbara Sutton, Collene Conrad, Jo Ann Lingenfelter, Charles Lingenfelter, Robert Towler and Thurza Kopka.

Submitted to the Board of Governors on Saturday, February 14, 1987.

Approved at the Board of Governors Meeting, Wednesday, May 20, 1987.

Stars for Stars

Ted Vedrody, Hank Fisk, Scott Vetter, Bill Kaminski, James Dallape, D. Dallape, Joe Miller, Joe Evnowski, Ed Foster, Steven Wolf, Henry Beale, Joe Schema, Joe Kosek, Jerry Luther, Eric Savickas, Al Dallape, Ralph Romska, Michael Carpenter, George Binson, Michele Goodes, Karen McCarthy, Heidi Powers, George Petrovich, Connie Schwartz, Lisa Barnett, Beth Moore, Nina Smith, Eric Bjornbak, Scott Smith, Jean Greene, Marion Beale, John Kovacs, Adele Geiger, Betty Bottle, Jackie Terpstra, Ruby Gillespie, Marty Maxwell, Hank Koski, Toni Koski, Jim Shephard, Daryle & Kim Shephard, Pat Shephard, Brian Shephard, Beth Alcenius, Louise Greenwald, Bev Dallape, Gladys Gieslander, Betty Mercier, Mary Ann Cripps, Nancy Lockwide, Audrey Ray, Sam Sturgis, Andy Szerdi, Margaret Oswell, Wilbur Sanders, Jeff Bennett, Herb Truesday, Howard Smith, Ralph Daily, Hal Evans, Bob Rheaume, Dan Cojocar, Bill Golden, Mary Hoffrichter, Don Harris, Ken Wolfe, Richard Hasting, Chuck Pellerito, Grant Martin, Ray Jackson, George Binson, Henry Moore, Grant Schwartz, Henry Degraw, Ken Szewczyk, Gerry Di Loreto, George Whitfield, Bill Hanney, Ralph Gilpin, Joe Schema, Jerry Luther, Bill Wier, Bill Kiminski, Charlie Greenwald, Patrick Nugent, Bill Bottle, Bennie Mirkin, Joe Kosek, Larry Silver, Gen Richard Bodycombe, Mike Willman and the entire Ramp Crew, Chick Geiger, Bill Byars, Dean Greene, K. Miller, John Spellich, Hank Grudzien, Bruce Albright, Norm Jones, Harold Sherman, Ken Guenther, Todd Hackbarth, Carol Guenther, Rich and Margaret Carpenter, Jim Dallape, Hank Dallape, Jack Drake, Genny Sanders, Ed Foster, Joe Schema, Bernie Hallman, Joseph Koons and any member that I have inadvertantly missed.

The 4th of July, America and You

by John W. Syler, IV

Writing something fresh and yet insightful about the 4th of July must be akin to a minister trying to come up with a similar approach for Christmas, And, while I don't pretend to be a great, or even a very talented writer, let alone a minister, I do have some thoughts I'd like to share with you.

We each experience life and interpret those experiences from our own unique perspective, which no other person, no matter how sympathetic, friendly, or loving can experience in the same way we do, And, while we cannot know exactly what another person is feeling about any given situation, there is a commonality running through each of us. In a book I read not long ago, written by a psychologist, this was expressed as "fellowfeel"; or, put another way, a sharing of experiences that allows humans to band together and work toward accomplishing a common goal.

Such a goal is the nation of which we are citizens. Similarly, our goal as Americans, placing the rights of the individual ahead of the interests of the government, is another facet of life which binds Americans together. And, we of the Yankee Air Force Museum, also share a common bond and work, each in our own way, toward the realization of the Yankee Air Force dream.

And, as part of the YAF dream, what we are trying to accomplish, is to preserve the great flying machines that fill our hangar. Yet, I would observe, even more important is our mission to preserve, for generations yet to come, the stories of the men and women, who, through their service, dedication and heroism are at the very heart of the Yankee Air Force dream and so eloquently speak of what America and Americans are all about. The service, the deeds of such people as Mike Erard; the planning and accomplishments of men such as Marv Hoffrichter; the service, dedication and devotion to America, of Rick McSorely; the everyday heroism of Thurza Kopka; the innovative genius of Henry J. Kaiser; the dedication and heroism of the WWII women ferry pilots; and the unbelievable dedication, devotion and heroism of the Tuskeegee Airmen – that's America! That's what the 4th of July is all about! That's what we as a nation are all about! These people and millions more just like them, are who the real Americans are.

The 4th of July and real Americans are about that gangly rail splitter who walked several miles to repay an over-payment of a few pennies; the four Chaplains aboard a torpedoed, sinking ship in the North Atlantic, who gave their life-vests to four sailors and went down with the ship; the simple soldier, originally a CO, who captured hundreds of heavily-armed German soldiers, to save the lives of his comrades; a simple civilian, a bystander really who saved President Ford from assassination, risking his own life in the process. All these and millions more, are who America is all about. The ordinary Joes and Janes who do their jobs, pay their taxes, do their best to raise their kids, who try to conduct themselves in a responsible manner; the ordinary, unsung, everyday person – these are the real Americans. These are the people of the 4th of July. These are the people who created the 4th of July. These are the people who preserve the 4th of July.

If you'd like to see some of these remarkable, yet ordinary people, these 4th of July Americans, come to the Yankee Air Force Museum Hangar – they're all around you. Or, better yet, just look in the mirror and one of these glorious people, one of these 4th of July people, one of these Americans, will be looking back at you!

Happy Independence Day, citizen!

Hello, Remember Me?

by Northeast Division

Some people call me Old Glory, others call me the Star Spangled Banner, but whatever they call me, I am your Flag, the Flag of the United States of America . . . Something has been bothering me, so I thought I might talk it over with you . . . because it is about you and me.

I remember some time ago people lined up on both sides of the street to watch the parade and naturally I was leading every parade, proudly waving in the breeze; when your daddy saw me coming, he immediately removed his hat and placed it against his left shoulder so that the hand was directly over his heart . . . remember? And you, I remember you. Standing there straight as a soldier. You didn't have a hat, but you were giving the right salute. Remember little sister? Not to be outdone, she was saluting the same as you with her right hand over heart . . . remember?

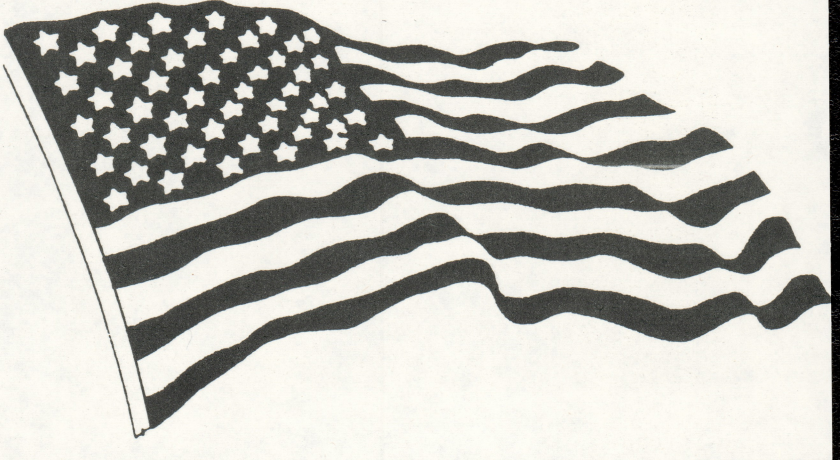
What happened? I'm still the same old flag. Oh, I have a few more Stars since you were a boy. A lot more blood has been shed since those parades of long ago.

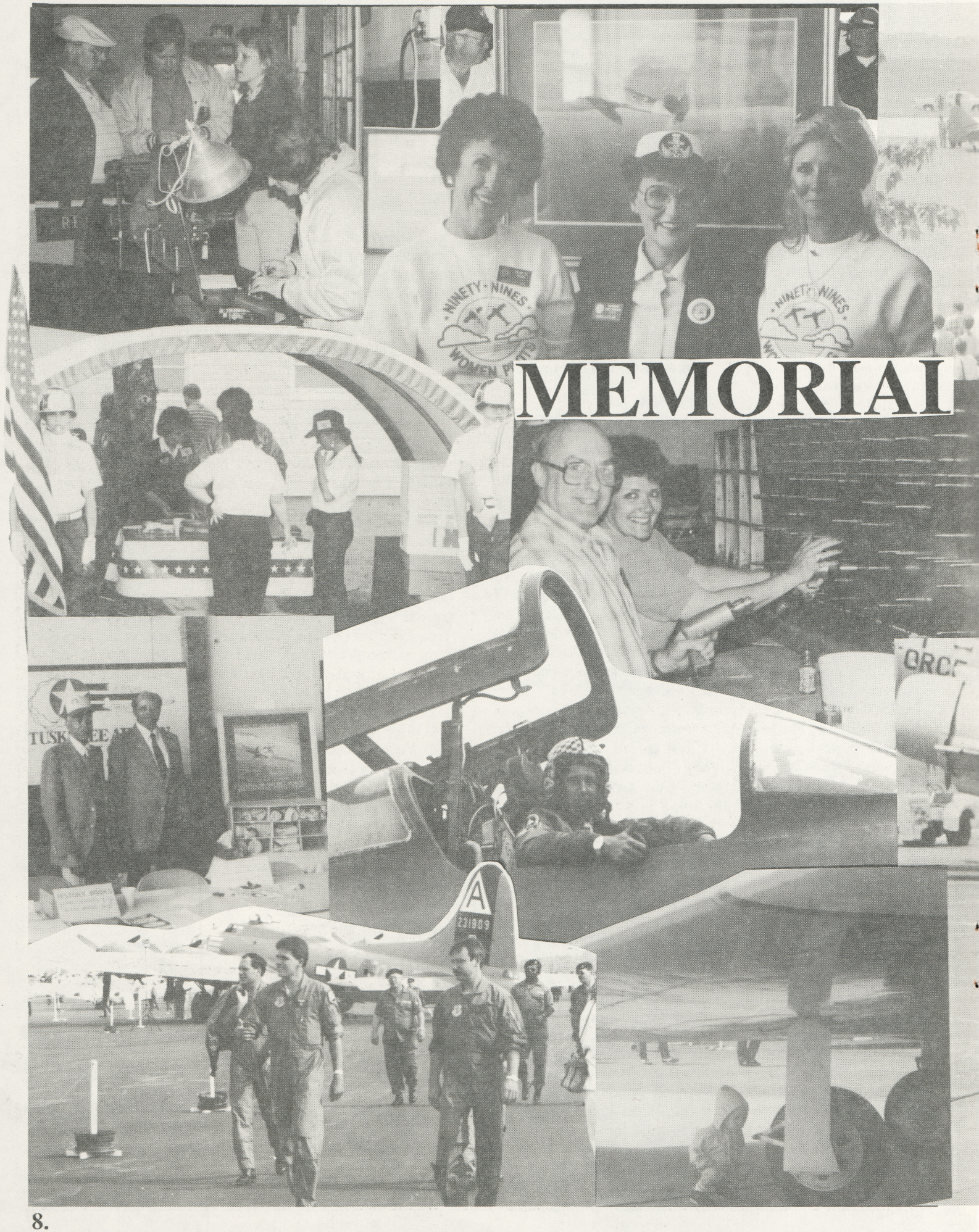
But now I don't feel as proud as I used to. When I come down your street you just stand there with your hands in your pockets and I may get a small glance and then you look away. Then I see the children running around shouting . . . they don't seem to know who I am . . . I saw one man take his hat off then look around, he didn't see anybody else with theirs off so he quickly put his back on.

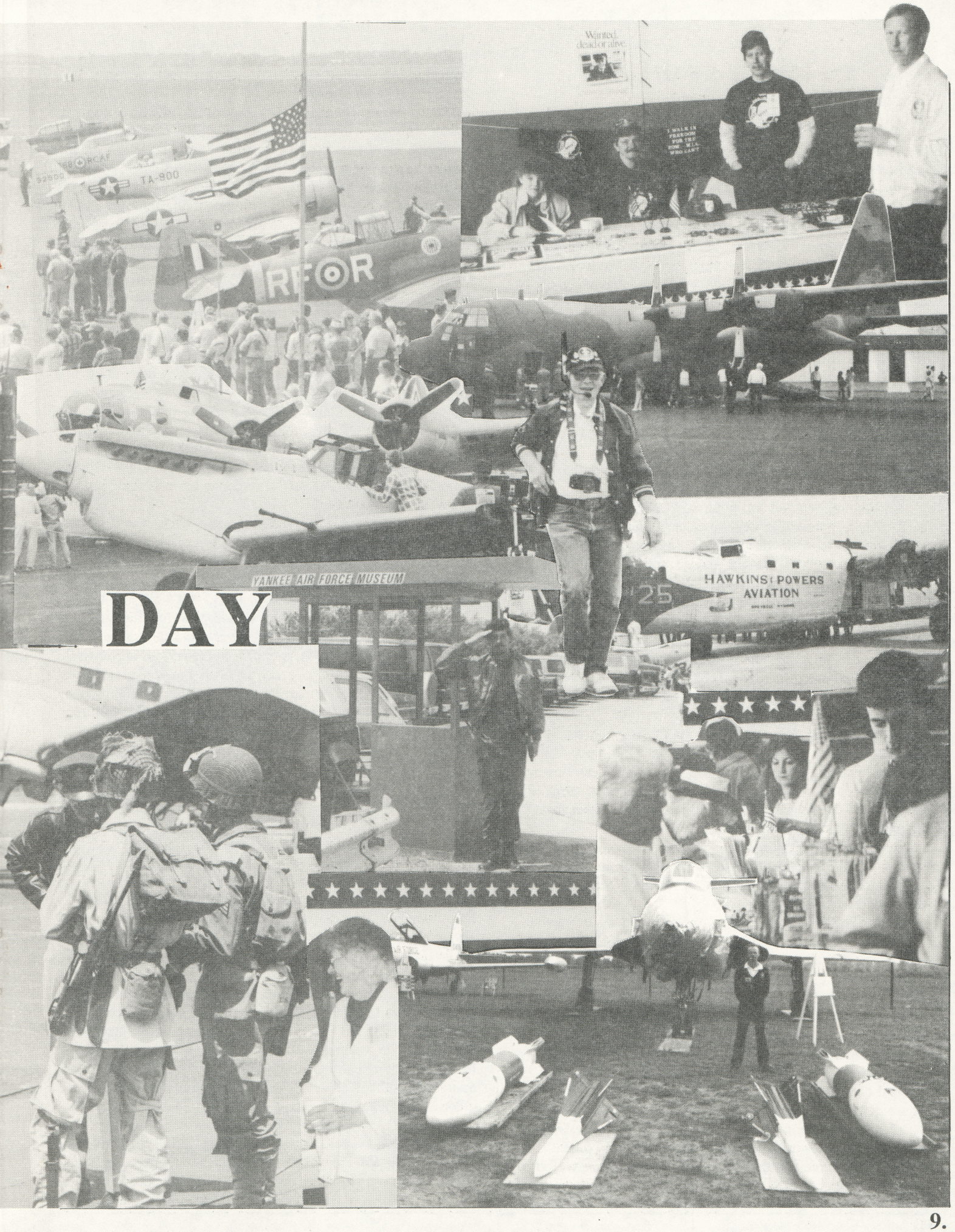
Is it a sin to be patriotic anymore? Have you forgotten what I stand for and where I've been? . . . Anzio, Guadalcanal, Korea and Vietnam. Take a look at the Memorial Honor Rolls sometimes, of those who never cam back to keep this Republic free. One Nation Under God . . . when you salute me, you are actually saluting them.

Well, it won't be long until I'll be coming down your street again. So, when you see me, stand straight, place your right hand over your heart . . . and I'll salute you, by waving back . . and I'll know that . . .

You Remembered!




MEMORIAL


Wanted
dead or alive
YANKEE AIR FORCE MUSEUM
HAWKINS & POWERS
AVIATION
25

DAY

The First Carrier Air Strike

by Dick Melton

Okay, troops, test your knowledge of Naval Aviation history with this question. What was the date of the world's first naval carrier air strike?

Nope . . . if you guessed December 7, 1941, you weren't even close! In fact, you missed it by more than 23 years. The date was July 29, 1918. Here's the story.

Before the first World War, Great Britain became the first nation to set up a truly effective naval air arm, the Royal Naval Air Service (RNAS). Its nucleus was the naval wing of the Royal Flying Corps, developed in 1912.

The British Admiralty had been exploring the possibility of operating aircraft from ships modified to accommodate them. On Christmas Day, 1914 – some four months after the "War to End All Wars" had broken out – the RNAS used three converted cross- Channel steamships with aft-mounted seaplane hangars to launch seven slow and awkward seaplanes on a bombing attack against the Zeppelin sheds at Cuxhaven on the North Sea coast of Germany. Only four planes reached the city in the low winter clouds and coastal mist, and they bombed ships in the harbor after failing to find their assigned target.

But although the raid was a military failure, it did encourage the British to pursue the development of aircraft carriers that could keep up with the British fleet and launch high-performance scouts to combat the growing Zeppelin menace before those airships could reach English shores.

Toward this objective, the Admiralty converted a variety of seagoing vessels to carry planes. Included were two passenger liners that had "flying-off" decks added forward, much like the sloping ramp built on the USS Birmingham in 1910 for Eugene Ely's history-making takeoff that roused the American Navy's interest in aviation. But neither vessel had the speed needed to stay with the British fleet.

Fortunately, the answer was at hand. HMS Furious, a light battle cruiser with a design speed of 32 knots (almost 37 mph) had been launched in August, 1916, but had not been finished. In March of 1917, a hangar topped with a "flying-off" deck was begun where the forward gun turret was to have been located. Furious was commissioned on June 26 of that year.

Flight experiments included a tragic attempt to land a Sopwith Pup fighter scout on the forward deck and led to the construction of an aft "landing-on" deck just behind the ship's funnel and bridge structure.

By April of 1918, the "landing-on" deck was ready for trials. However, ten of the 13 attempted landings resulted in crash damage or pilot injury and the decision was made to avoid its use for landing aircraft. This was the situation in July, 1918, when Furious put to sea with seven nimble Sopwith Camel fighters aboard. Their pilots, however, were members of the newly created unified Royal Air Force (RAF); they no longer belonged to the separate Royal Naval Air Service.

Furious made her way into the North Sea and on July 29, launched the seven Camels. Each carried four 25-pound bombs in an external rack under the fuselage just behind the landing gear. Their destination was the German Zeppelin sheds at the medieval coastal town of Tondern, near the Danish border.

The attack came as a complete surprise. Hits were scored on a double shed housing two late-model high altitude naval Zeppelins, destroying both. A captive balloon also was destroyed in another shed.

Some of the British pilots landed in neutral Denmark. Others returned to the Furious and ditched in the sea but were recovered. Only one was lost, coming down in the sea off the Danish coast and drowning.

Although the Tondern raid was never repeated, it was seen as a portent of things to come. For the remaining three and a half months of the war, the German airship base – now considered a vulnerable target – was used only as a standby facility to which airships could be diverted in an emergency. HMS Furious and her gallant RAF Camel shipboard fighter pilots had proved the susceptibility of seemingly remote facilities to carrier air strikes.

Wrapping up the loose ends of this story produces some interesting sidelights. For instance, Tondern, the target for the first successful carrier air strike in history, was none the worse for the attack. Founded in 1243 as a Danish community and captured by the Prussians in 1864, it was returned to Denmark by the Versailles Treaty in 1920 as a part of Germany's war reparations and regained its original Danish name of Tonder. Today, it's busy conquering Germans intent on non-military pursuits – German tourists who come to visit and buy the exquisite lace made there!

The two airships destroyed in the raid, each nearly 650 feet long and capable of reaching altitudes in excess of 20,000 feet, were of a class of German naval Zeppelins which served as the model for the U.S. Navy's first made-in-America rigid airship, the ZR Shenandoah, which flew in 1923.

The obvious shortcomings of the separate fore and aft flight decks of the Furious, broken by the traditional centered battle cruiser superstructure, led the British to convert an uncompleted Italian passenger liner to a carrier with no superstructure to break the flight deck, the HMS Argus. This was followed by HMS Eagle, a carrier converted from an uncompleted battleship hull originally built for Chile in 1913. In addition, the first British carrier to be built as such from the keel up, HMS Hermes, had a single long flight deck with a small starboard side island superstructure to serve as the ship's bridge. Since then, all aircraft carriers have followed this pattern that was developed through British trial and error.

British naval aviation history repeated itself in World War II. After the first World War, HMS Furious was converted with a full-length flush flight deck and was serving with the Home Fleet when Germany invaded Norway in 1940. On April 11, only four days after the invasion, she launched the first carrier air strike of World War II as her Swordfish torpedo bombers made an unsuccessful attack on a Nazi destroyer. Furious remained in service until 1945.

Because relations between Great Britain and America were extremely cordial during the period following the first World War, the British Admiralty was happy to share the benefit of their carrier experience with the U.S. Navy. And although the U.S. Navy's first carrier, the USS Langley, was converted from a large but old collier (coal-carring fleet supply ship) in 1922, it incorporated many of the ideas that already had been proven by the British.

America, however, was not the only nation to learn from the early British mistakes. The Japanese, who had been operating a naval seaplane carrier since 1913, launched their first

(Continued on Page 11)

(Continued from Page 10)

built-from-the-keel-up aircraft carrier, Hosho, and got it into operation even before the British Hermes entered service. And how well they learned their lessons was brought home with a shock one sleepy Sunday morning in December at a seemingly "untouchable" American Navy stronghold in the middle of the Pacific more than 23 years after the first carrier air strike!

Aircraft Carrier Quiz

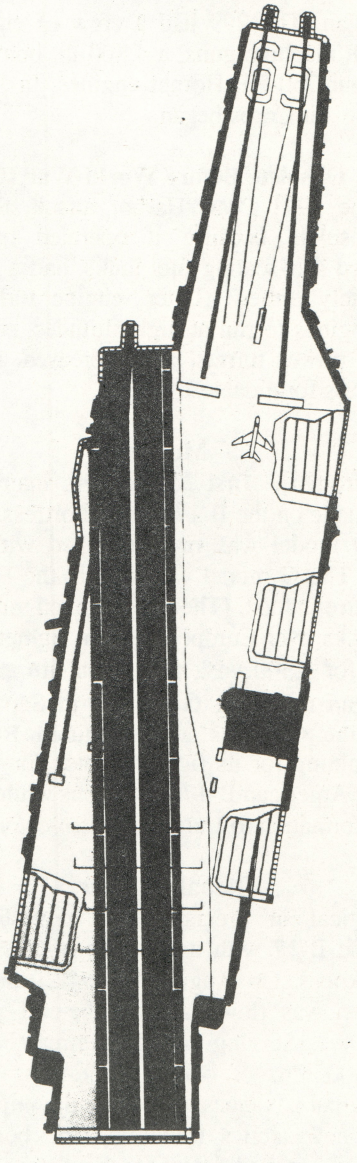
by Anthony M. Giacobbe #1691

QUESTIONS:

1. Who was the first man to fly off and land on the deck of a ship?
2. What innovations in Naval Aviation did this man pioneer?
3. What country first operated airplanes off a ship at sea during wartime?
4. Name the first US Carrier. What became of her?
5. What US carriers were converted from cancelled Battle Cruisers?
6. Which US carrier was the 1st to be designed and built for that purpose?
7. Name the US carriers on hand at the outbreak of WWII.
8. Name the classes of US carriers during WWII.
9. Name the US carriers lost in 1942 and the Battles in which they were lost. How many fleet carriers were lost after 1942?
10. In 1932, during mock exercises, US carriers attacked and "destroyed" what US Naval Base in a surprise attack on a weekend?
11. Name the 4 greatest carrier battles of WWII.
12. What is the significance of The Battle of the Coral Sea in Naval History?
13. Name the carriers used in the famous Doolittle Raid on Tokyo in April 1942.
14. Which carrier was Admiral Halsey's Flagship early in the war?
15. Name the 2 fleet carriers heavily damaged, but survived.
16. Name the US carriers at Coral Sea.
17. Name the US carriers at Midway.
18. What class of carriers, introduced during the war, made great contributions in the final victory, and was built in greater numbers than any other class in history, with 24 being finally completed?
19. A prominent Naval Officer of what nation was quoted as saying "Our principle teacher with regards to aircraft carriers was the United States"?
20. Which 2 US carriers were powered by paddle-wheels, one of which had the first all-steel deck of any US carrier?

ANSWERS:

1. Eugene Ely, in 1910 & 1911.
2. Arresting gear, crash barriers, helmet, & life preserver.
3. Great Britain, The HMS Furious & HMS Argus in WWI.
4. The USS Langley, CV1, Commissioned in 1922, converted to a seaplane tender in 1937, sunk off Indonesia in February 1942.
5. USS Lexington, CV2, & USS Saratoga, CV3, in 1928.
6. USS Ranger, CV4, 1934.
7. Lexington, CV2; Saratoga, CV3; Ranger, CV4; Yorktown, CV5; Enterprise, CV6; Wasp, CV7; Hornet, CV8.
8. Escort, Light, & Fleet.
9. Lexington, Coral Sea, May 1942; Yorktown, Midway, June 1942 Wasp, August 1942, Guadalcanal; Hornet, October 1942, Santa Cruz. None.
10. Pearl Harbor.
11. Coral Sea, May 1942; Midway, June 1942, Phillippine Sea I (Marianas Turkey Shoot), June 1944, Phillippine Sea II (Leyte Gulf) October 1944.
12. It was the first Naval Battle in history where the opposing ships did not sight each other.
13. Hornet & Enterprise.
14. Enterprise
15. Bunker Hill & Franklin
16. Lexington & Yorktown.
17. Yorktown, Enterprise & Hornet
18. Essex.
19. Japan.
20. USS Sable (IX64) & USS Wolverine (IX81) (Steel Deck) were converted from Great Lakes paddle-wheeled excursion boats and used for carrier takeoff & landing training, in addition to crew training.



TALE SPINS

by Jack B. Stankrauff

STILL-FLYING FORTRESS

Fifty-two years ago this month, the first B-17 rolled out of the Boeing Company hangar for the waiting press. The following day, July 17, 1935, the Seattle (Washington) Daily Times printed a picture captioned: "15-Ton Flying Fortress" – and this name stuck!

Just as significant is the fact that the Yankee Air Force received its B-17G Flying Fortress one year ago this month. (It's now being restored for the future enjoyment of aviation enthusiasts.) Furthermore, 42 years ago this month, B-17 production ended.

Model 299

In 1934, the Army wanted a high-altitude long-range bomber. Boeing built a prototype, Model 299, and test-flew it on July 28, 1935. The Flying Fortress (and its journalistic name) was officially accepted by the Army Air Corps and production began. The 299 had a crew of eight, carried four manual .30-cal. machine guns, a 4,800 lb. bomb load, and was powered by four 750-HP Hornet engines. In January of 1937, deliveries to the Air Corps began.

Obsolete Before World War II!

Prior to the 1941 Pearl Harbor attack, the Fortress was considered obsolete because it operated only at medium altitudes, lacked self-sealing fuel tanks, had a short range, and was inadequately armed. (Later, engine turbo-superchargers enabling its engines to run at high altitudes, self-sealing tanks, greater range, power turrets, and increased armament would make the Fortress formidable.)

Models

Evolving from the first Model 299, many changes (over 1,000!) were made on the B-17 Flying Fortress, ending in the G model. The D model was first equipped with top and belly power turrets. The G model was merely the F model with the Bendix chin turret added. (The Forts proved vulnerable to head-on fighter attacks over Europe. German fighters would fly at a head-on level for 1,500 yds., then open fire at 900 yds.) Most squadrons began receiving G models in September of 1943. Interestingly, the Germans used captured B-17s to provide interception training for its fighter pilots. Some captured Forts even flew with American B-17 formations while radioing course and altitude information to Luftwaffe interceptors.

Global Combat

Often surgical in precision and devastating in effect, bombing by the B-17 with its Norden bombsight brought the enemy to its knees. On August 17, 1942, the first European Theatre mission was flown against the rail yards at Rouen-Sotteville, France. Serving in all theatres, Flying Fortresses dropped 640,000 tons of bombs on European targets alone. Such technological advances as radar and computing gunsights, together with new tactics (including the box formation for defensive gunfire), spelled defeat for the Axis.

Flying the B-17

"Viceless" and "Forgiving of mistakes" were only some of the kudos paid the Flying Forts by pilots. It was a predictable aircraft to fly with substantial directional stability. Crews praised the B-17's high survival rate when many limped back to their bases after collisions with enemy fighters – noses blown off, wings shredded, engines shot out, and torn and gouged by enemy flak and fighters.

Pilots loved the electrically-operated (instead of hydraulically-operated in earlier models) turbo-supercharger regulators which reduced engine failures and improved critical altitude. The Fort had excellent elevator control during take-offs and landings. Pilots found, however, that their engines were always on the red line (and sometimes overheating) when their Forts (laden with bombs and fuel) climbed to altitude during the beginning leg of missions. The Wright engines were noisy and prone to leak oil. Formation flying was always tiring on pilots and controls were sluggish at 28,000 feet.

Fort Facts

Four Wright engines provided the B-17G a maximum speed of 302 mph at 25,000 ft. with a cruising speed of 182 mph at 10,000 ft. (Standard formation flying speed varied from 165 mph to 180 mph.) The G's service ceiling was 35,600 ft. with a range of 2,000 mi. with a 6,000 lb. bomb load at 10,000 ft. at a speed of 182 mph. (Needless to say, these figures varied with the bomb load and fuel carried.) Its typical bomb load was 4,000 lbs. with a maximum load of 17,600 lbs.

Take-off speed of the Fortress was from 110 to 115 mph with a take-off distance of 3,400 ft. and landing distance of 2,900 ft. at 90 mph. Its climbing speed was 140 mph. Most Forts consumed an average of 400 gals. of fuel climbing to altitude and 200 gals. (depending on the distance) to the target. The G model's wing fuel tanks carried 2,810 gals. with extra 820-gal. bomb bay tanks.

G's Fire Power

Against enemy aircraft, the B-17 crews gave a good account, shooting down an average of 23 German aircraft for every 1,000 missions flown. The total armament of the G model was 13.50-cal. machine guns. The chin turret was fired by the bombardier, the navigator operated the two cheek guns in the nose, engineer: top turret, assistant radio operator: belly turret, radio operator: top gun (radio compartment), two full-time gunners: two waist guns, and one full-time gunner: tail turret. (Each turret was equipped with two guns and computing gunsight.) Armament as well as ammunition carried aboard the G varied with the squadron because of speed desired, weight, lack of enemy opposition and increased fighter escort. The top gun was almost always removed due to its limited field of fire and lack of gunner visibility. When German jets appeared, evasive action rather than fire power became the standard defensive tactic.

Truly Classic

One of the highest compliments ever paid the B-17 was made by World War II Air Force Lt. Gen. Ira Eaker: "I'd rather have the B-17 than any other." From 1936 to July, 1945, 12,731 Flying Fortresses were built by Boeing, Douglas Aircraft, and Vega (Lockhead). Daily peak production was 16 in April of 1944. The average cost was $238,070 per aircraft and

(Continued on Page 13)

(Continued from Page 12)

the average cost to train and equip its ten-man (four officers and six enlisted men) crew was $100,000. Most Forts were retired from active combat service after 100 missions. Nearly, 5,000 were lost in combat and another 2,000 were scrapped due to crashes and battle damage. After the war, 2,500 European Theatre Fortresses were returned to the U.S. and put in storage. This truly classic aircraft made its indelible mark on aviation history.

Our Sponsors

Manufacturers National Bank
191 FIG (Fighter Interceptor Group) Michigan ANG
127 TFW (Tactical Fighter Group) Michigan ANG
Recruiters
P.O.W.
M.I.A.
V.V.A.
Kowalski Sausage Company
Continental Air Show Productions
Detroit Police Department – Aviation Section
Jr. R.O.T.C. Drill Team – Churchill High School
Civil Air Patrol
DeMaria Building Company
Huron Valley Ambulance
Sky Chefs
Great Lakes Poly Steel
Randy Hotten – Antique Cars
Walt Hart
Rogers Department Store (Roger Babb – T-28)
Ed and Joan Glazer
Adele Geiger
Atchison Ford
WJR
Mr. Jolly
Bob Flanigan, Ron Robertson (Taps)
Dennis and Sandy Fike
Comfort Inn
Sky Way

Belleville Big Boy

Elias

I-94 and Belleville Rd.
Featuring our
WEEKEND BREAKFAST BUFFET
OPEN 6:00 a.m.

NOTICE OF THE ANNUAL MEETING OF THE MEMBERSHIP OF THE YANKEE AIR FORCE, INC.

The annual meeting of the corporate membership of the Yankee Air Force will be held at Hangar 2041, Willow Run Airport, Belleville, Michigan, on Friday, October 2, 1987, at 7:30 P.M. The agenda, which is subject to change, is as follows:

1. **Opening remarks by the President**
2. **Standing Committee reports**
3. **Divisional status report**
4. **Financial condition and prospects**
5. **Discussion on content of future annual meetings**
6. **Closing remarks.**

A quorum consists of 25 members entitled to vote. Voting on any matter is advisory unless 200 or more qualified votes are cast. Proxy voting or absentee voting at the annual meeting on a floor issue is not allowed per By-Laws Article XI. Floor issues may be submitted to the Secretary prior to September 25, 1987, for inclusion in the final agenda.

The Annual Meeting and Founder's Day celebration are being held in conjunction with the Wayne County Willow Run Air Show, Saturday and Sunday, October 3rd and 4th, 1987.

Nancy Lockwood, *Secretary*
Ralph D. Gilpin, *Chairman*,
Annual Meeting

First Meeting

The first meeting with the F.A.A. and the B-17 Crew, was May 19, 1987. Present from the F.A.A. was Ben Rowland standing in for Tom Martin. YAF Crew Present were: Walt Hart, Director; Fred Lockwood, Chief of Flyable Aircraft Maintenance; Norman Ellickson, Chief of Flyable Aircraft Inspector; Gil Gilliland, Aero Consultant; Rich D'Loss, A & P and R & E. (Electrical Crew B-17); Chuck Goldstrom, A & P. (Engine Crew); Larry Pence, A & P (Sheet Metal); Bob Graham; John DeMay; and Pat Riley, control surfaces; and Nancy Lockwood, B-17 Crew Secretary.

YANKEE NEEDS WINGS YOU!

If you took Graphic Arts, Typing, or Journalism in high school or college, or have any experience in paste-up or keylining, then the YANKEE WINGS needs you.

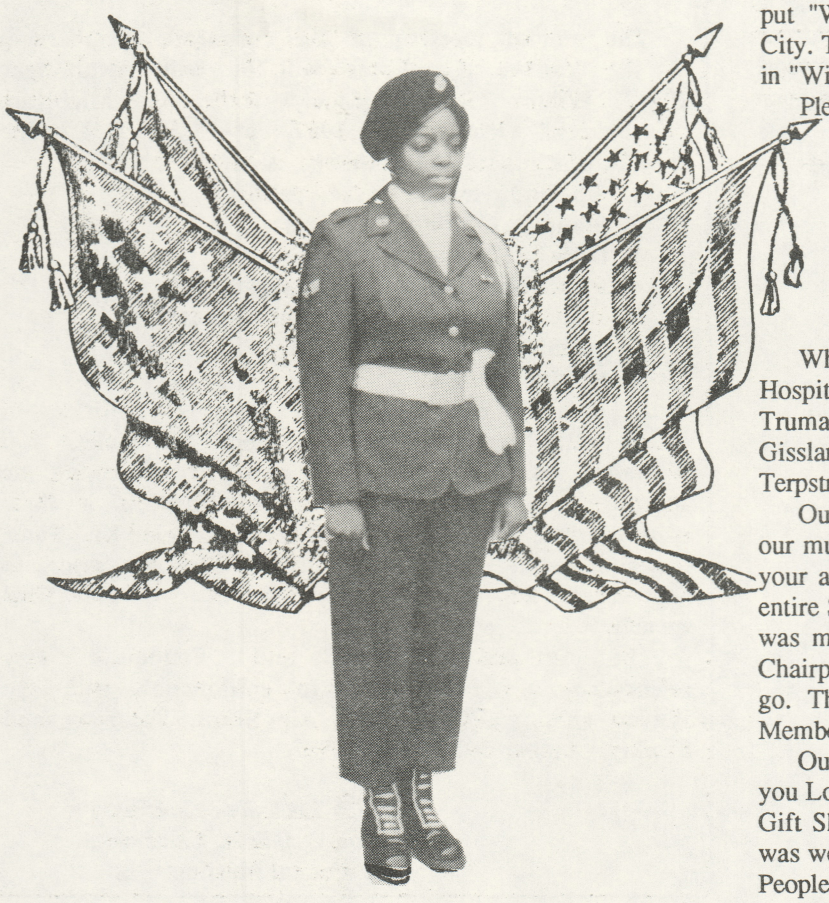
If you are interested, please come up and see us any Saturday around noon in the Publication Room, on the east side of the hangar, second floor, top of the stairs, or call K. Miller (495-1870) at anytime. We need reliable, responsible people. We will try to accommodate your schedule.

NEW MAILING LIST

Many members are still usting the old mailing address. Please use the NEW address **exactly as printed. DO NOT** put "Willow Run Airport" between Post Office Box and the City. The Post Office only uses the last 2 lines and if you print in "Willow Run Airport" it fouls up their system.

Please use the address as follows:

Yankee Air Force Inc.
P.O. Box 1100
Ypsilanti, MI 48197



Member of the Churchill High School Jr. R.O.T.C. Drill Team.

Guests

When our guests came to visit, they were greeted by our Hospitality Committee: Barb Parks, Chmn., Betty Bottle, Truman Fisher, Adele Geiger, Ruby Gillespie, Gladys Gisslander, Delores and Ken Lemke, Marty Maxwell, Jackie Terpstra and Sharon Wolf.

Our Security Staff were on duty many long hours protecting our museum, visiting aircraft and the visitors. All went well in your area. Thank-you to John Snider, Tom Shattock, and our entire Security Staff with special kudos for Rich Gwozdek who was my "Shadow" for Monday. One benefit of being Events Chairperson is to have handsome men flank you wherever you go. Thanks to Carl Gerych for Sunday Shadow duty-New Member Duty.

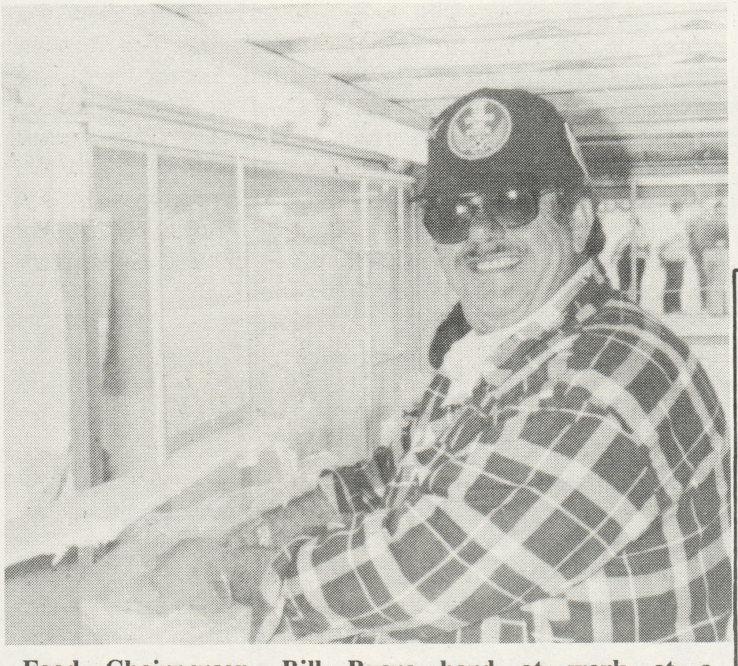
Our gift shop did a tremendous amount of business. Thank you Louise, Bev, Betty and all your workers. I didn't realize the Gift Shop could hold that many people. The busy office staff was working there holding the phones so they wouldn't be sold. People were buying everything in sight.

Bill Byars did a tremendous job of purchasing the food and arranging the set-up of the same. You did a great job, Bill, as did your workers. Also, Carl Gerych and all his Bar-B-Q helpers.

Publications Staff made it possible to have a nice "YANKEE WINGS" for the event. An artistic thank-you to John Syler for his great cover for our first Hard-Stock program to sell. It did quite well.

The Museum staff of Les Reakes, Bill Lary, Bill Abbott and Del Johnston did a great job with all the touring public.

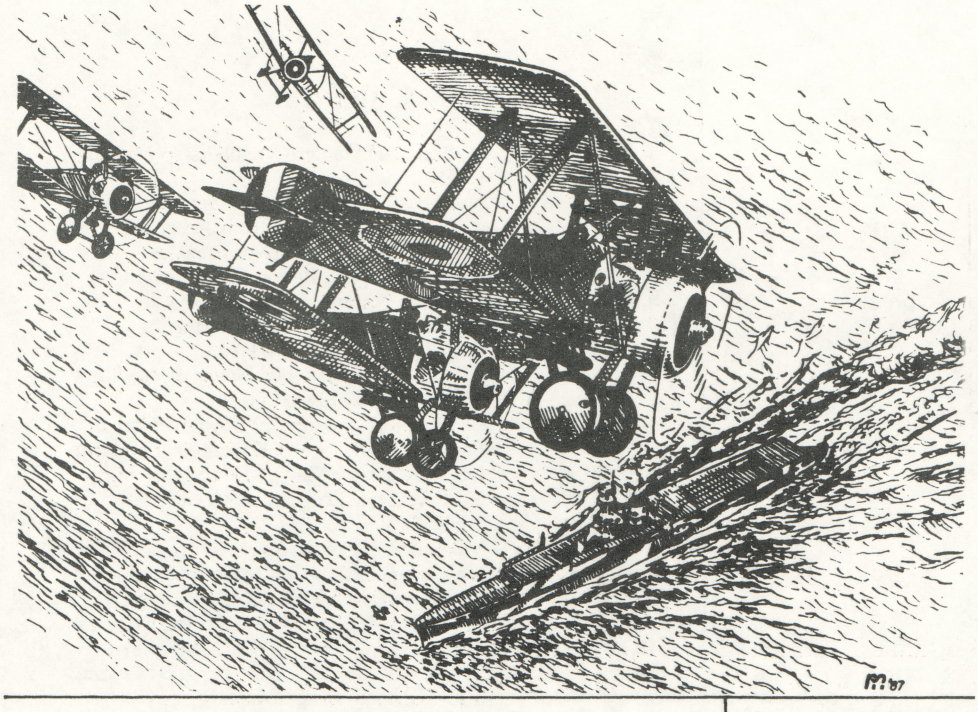
The B-17 was well supported by Nancy Lockwood and many members.



Food Chairperson, Bill Byars hard at work at a booth. ***(Photo by Carol Guenther)***

BECK'S
PARTY STORE
45455 Ecorse Road
(Corner Belleville Road,
1¼ mile east of YAF Hangar)
Phone 697-0210

- American and imported beer, wine champagne
- Daily Lottery-Lotto-Super Lotto
- Party Needs
- Hot, homemade sandwiches and pizza



MUG OF THE MONTH
RUSS MAXWELL

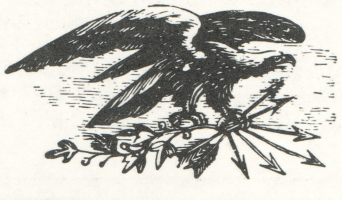
Special Thanks
by Nancy Lockwood, Secretary

Special Thanks to my Memorial Day Reception Desk help who (pardon the expression girls) manned the phones the whole week!

Richard Briggs
Sam Sturgis
Chuck Thomas
Karen Ellickson
John Caldwell
Russ Kenyon
Andy Szerdi
Margaret Oswell
Audrey Ray

and extra help from Mike Everard and the Gift shop crew!
WELL DONE!!!

PICK UP PLENTY OF
Stroh's
AND
STROH LIGHT
Distributed by O & W, Inc.
Ann Arbor, Michigan



DURABLE IS THE ANSWER!
Thousands of D.I.s
available, from WWII
up to Viet Nam,
.Reasonable price
Special Pins manufactered
to order- 150 Minimum-
no die charge
Send SASE for listings:
DURABLE OUTFITTERS, INC.
135 West 27th St.
NY., NY 10001

*Free 10 Gallons of Gas if we can't beat your Best Deal!**

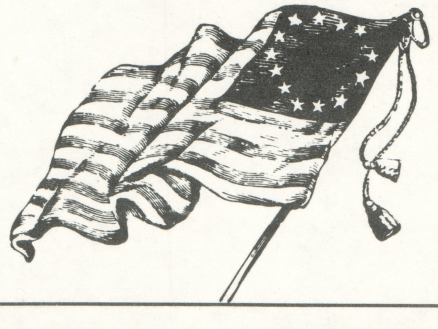
TOP VALUE MUFFLER SHOPS

JIM REDICK
YAF #0076

25025 W. SIX MILE RD.
(½ Mile W. of Telegraph)
Redford, MI 48240
537-4220

* Complete System-American-made cars only

Free Inspection • Immediate Installation
Lifetime Guarantee



Director – John R. Snider
Publications Manager – Dennis Norton
Publisher – John W. Syler
Editor – K. Miller
Distribution – Carol Guenther
Staff – Bill Abbott, Bruce Allbright, Bill Alcenius, Graham Armstrong, George Binson, Chuck Buehner, Jim Hanford, Norm Jones, Paul London, Rick Maxwell, Dick Melton, Joe Miller, Stan Reich, Sam Stephens, Jack Stankrauff and the Divisional Reporters.

Published monthly for the Yankee Air Force, Hangar 2041, A Street, Willow Run Airport, P.O. Box 1100, Ypsilanti, MI 48197. Yankee Air Force Inc. is a non-profit corporation organized under the laws of the State of Michigan, and exempt from taxation under IRS Codes Section 501 (C) (3).

KEN'S FLYING SERVICE, INC.
Experienced - References

ADVANCED FLIGHT INSTRUCTION
Inst.-Com.-CFI-CFII-Pvt.
Based - Butler - Willow Run

KEN LENTZ CFII YAF #022
Phone: 522-8748

Calendar

JULY

1	–	Willow Run General Membership Meeting (WR)
1	–	Northeast Division (Div.) Board Meeting
4	–	Ann Arbor Air Show - Ann Arbor, Michigan
*4	–	EAA Chapter #113 Fly-in Breakfast Mettetal Airport, Plymouth, Michigan
4,5	–	Freedom Festival Air Show (SB)
7	–	Saginaw Valley Div. Board Meeting
8	–	B-17 Crew Meeting (WR)
8	–	K.I. Sawyer AFB Open House & Air Show Marquette, Michigan (TB)
10-19	–	Sentimental Journey (50th Anniversary of Piper J-3 Cub) - Lock Haven, Pennsylvania
*11-12	–	Detroit City Air Show - Detroit, Michigan
11	–	YAF Security Committee Meeting - 10:00 (WR)
14	–	Membership Committee Meeting - 7:00 (WR)
15	–	National Board of Governors Meeting (WR)
15	–	Northeast Div. Membership Meeting
*18,19	–	Muskegen Air Show - Muskegon, Michigan
18,19	–	Gaylord Air Show - Gaylord, Michigan
21	–	Saginaw Valley Div. Membership Meeting
22	–	Mid-Michigan Board Meeting
24-26	–	Dayton International Air Show - Dayton, Ohio
*26	–	Wurtsmith AFB Open House (TB)
28	–	Wisconsin-Illinois Div. Board Meeting - 7:00
29	–	Northeast Div. Board Meeting
*31-Aug. 7	–	EAA Convention, Oshkosh, Wisconsin

AUGUST

4	–	Saginaw Valley Div. Board Meeting
5	–	Willow Run General Membership Meeting (WR)
5-8	–	7th Annual P-51 Mustang Pilots Reunion Colorado Springs, Colorado (1-800-547-8010)
8	–	YAF Security Committee Meeting (WR)
11	–	Membership Committee Meeting - 7:00 (WR)
12	–	B-17 Crew Meeting (WR)
12	–	Mid-Michigan Div. Membership Meeting - 7:00
14-16	–	Gathering of Warbirds - Madera, California
18	–	Saginaw Balley Div. Membership Meeting
19	–	National Board of Governors Meeting (WR)
19	–	Northeast Div. Membership Meeting
23	–	Wisconsin/Illinois Div. Fly-In Janesville, Wisconsin - Stan Reich

NOTE: All Meetings at 7:30 unless otherwise noted. * means probable YAF participation. Abbreviations - WR - Willow Run, Div. - Divisions, TB - Thunder Birds, SB - Snow Birds.

YANKEE AIR FORCE
P.O. BOX 1100
YPSILANTI, MI 48197

Bulk Rate Permit NO. 650 Ypsilanti, MI